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IDEA 2995
Copy 5 of 6

6 JUN 1966

MEMORANDUM FOR: Chief, Programs Staff, OSA

SUBJECT: IDEALIST Operational Summary and Status (May 1966)

REFERENCE: Memorandum from D/SA to D/FA/OSA and D/TECH; dated 26 May 1965; Subject: OSA Monthly Report to DD/S&T and Program B Quarterly Review Report to D/NRO [redacted] 25X1A

Attached is the IDEALIST Operational Summary and Status report for the month of May 1966.

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Colonel USAF
Deputy for Field Activities, OSA

Attachment - 1
As stated above

25X1A IDEA/OSA/[redacted]:aea (5 Jun 66)
Distribution:
#1 - C/PS/OSA
#2 - D/FA/OSA
#3 - SAR/OSA
#4 - IDEA/OSA
#5 - RB/OSA
#6 - Holdback

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Attachment 1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

I. General Summary

A. There were two Agency U 2 overflights during the month of May:

1. Mission C116C was flown on 05 May 1966 over the Taiwan Straits. The pilot received extensive 13A activity whenever the aircraft was within 30NM of the China mainland, resulting in considerable deviation from the planned route. There was no fighter activity observed on this mission.

2. Mission C126C was flown on 15 May 1966 over Southwest China. The mission progressed as briefed up to the Kunming area. [redacted] During evasive action the pilot looked into his drift sight and observed two definite SAM trails and a possible third. The remainder of the mission was flown without incident.

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B. The flame out test program was not flown during the month of May but will be resumed on 26 June.

II. Product Improvement

A. GPL Doppler (with ASN 25 Computer): The GPL Doppler (with ASN-25 Computer) was installed in Article 359 on 14 May 1966. This particular installation was aimed at assuring proper performance of the redesigned power supply in an unpressurized environment. Pilot's reports on the operation of this equipment were requested in connection with

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other prescribed mission tasks. The initial doppler "check-out" was flown on 20 May 1966 in Article 359. The flight was primarking a test of the "H2" Camera Configuration, with the doppler requirements added on. The following highlights were the results of this doppler test:

1. The doppler was activated at take off. At the first turn point, cross track error was zero and milage to go was 20NM in error. These tracks were primarily east and west. The equipment was activated on two additional legs oriented primarily north and south. These legs incorporated a 90 degree - 270 degree turn. Maximum deviation was 3NM of cross-track and 5NM milage to go.

2. Throughout the flight, the system went into "memory" when the bank angle approached 12 degrees. This is not considered significant and is acceptable. The system also went into "memory" while over water in the vicinity of Catalina Island. That area is noted for calm water condition which is not conducive to doppler operation.

3. Engineering discussions led to the conclusion that the computer system should be calibrated by flying a triangular course terminating at known points. This requirement was scheduled for a 24 May flight. If this later mission proved successful, a simulated operational mission would subsequently be flown using the doppler system for navigation from take off to landing.

4. The second doppler test was performed on 24 May with the intent of using the data collected on this mission for calibration of the equipment.

5. A triangular course was planned with legs of approximately 200NM. The doppler malfunctioned on four of the six legs. On the other two legs, satisfactory results were obtained. Driver comments indicated

satisfaction with the system when operational. The "memory" light did not come on in standard turns while the system was operational. Flight altitude was Plus 20.

B. "H" System Flight Test Program: The "H" Configuration, S/N 001, was flown in Article 359 on seven missions between 7 April and 17 May 1966. The primary objective being to determine if "Offset Aiming" would provide a successful technique for acquisition. Two basic methods of the Offset Aiming Techniques were tried and proven successful. Variations of the "Point and Heading" and "Two Point" tracking were also tried successfully. Another variation of the tracking technique used successfully was tracking on targets which were left or right of vertical.